Sri V. S. PATIL.—The Chief Minister said just now that when Ministers go on tour the officials are not their proper guides. May I know whether the Ministers are guided by Congressmen in running the administration?

Mr. SPEAKER.—That has nothing to do with this question, The question is about the tours of Ministers and whether they tour on Government work or not.

ಡಾ॥ ಟಿ. ಪಾರ್ಥಸಾರಥಿ.—ನನ್ನ ಕ್ಷೇತ್ರವಾದ ಮಲ್ಲೇಶ್ವರ ಪಕ್ಕದಲ್ಲಿಯೇ ಇದೆ. ಇದುವರೆಗೂ ಒಬ್ಬ ಮಂತ್ರಿಗಳಾದರೂ, ಅಲ್ಲಿಗೆ ಬಂದಿಲ್ಲ. ಇದು ನಿಜವಲ್ಲವೇ?

Sri S. NIJALINGAPPA.—I have gone to this Constituency. He has forced me to go to this Constituency.

ಶ್ರೀ ಎಚ್. ಜಿ. ನರಸಿಂಹೇಗೌಡ.—ಕಾಂಗ್ರೆಸ್ ಮಂತ್ರಿಗಳು ಪ್ರತಿಪಕ್ಷದ ಕ್ಷೇತ್ರಗಳಿಗೆ ಪ್ರವಾಸ ಮಾಡಿದ ಕಾಲದಲ್ಲಿ ಆಯಾ ಕ್ಷೇತ್ರದ ಪ್ರತಿನಿಧಿಗಳನ್ನು ಜೊತೆಯಲ್ಲಿ ಕರೆದುಕೊಂಡು ಹೋಗದೆ ಮತ್ತು ಅಧಿಕಾರಿಗಳನ್ನು ವಿಚಾರ ಮಾಡದೆ ಬರೀ ಕಾಂಗ್ರೆಸ್ಸಿನವರ ಜೊತೆಯಲ್ಲಿಯೇ ಇರುವುದಕ್ಕೆ ಕಾರಣವೇನು?

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಇರತಕ್ಕವರೆಲ್ಲ ಬರೀ ಕಾಂಗ್ರೆಸ್ ಮಂತ್ರಿಗಳೇ. ಕ್ಷೇತ್ರಗಳನ್ನು ಮಾತ್ರ ಹಂಚಿಕೊಂಡಿಲ್ಲ. ಒಂದು ಕ್ಷೇತ್ರಕ್ಕೂ ಮತ್ತೊಂದು ಕ್ಷೇತ್ರಕ್ಕೂ ಯಾವಾಗಲೂ ವ್ಯತ್ಯಾಸಮಾಡಿಲ್ಲ. ಮತ್ತು ನಾವು ಪ್ರವಾಸ ಹೋದಾಗ ಯಾರು ಯಾರು ನಮ್ಮ ಸಂಗಡ ಬರಲು ಆಪೇಕ್ಷೆಪಟ್ಟಿದ್ದಾರೆಯೋ ಅವರನ್ನೆಲ್ಲ ಕರೆದುಕೊಂಡು ಹೋಗಿದ್ದೇವೆ. ಎದುರು ಪಕ್ಷದವರು ಬಂದು ಎಲ್ಲ ವಿಚಾರಗಳನ್ನೂ ತಿಳಿಸುತ್ತಾರೆ. ಮತ್ತು ಸಾಕಷ್ಟು ರೀತಿಯಲ್ಲಿ ಸಹಕಾರ ಮಾಡುತ್ತಿದ್ದಾರೆ. ಹೀಗಿರುವಾಗ ಇವರೆಲ್ಲ ಏಕೆ ಆಕ್ಷೇಪಣೆ ಮಾಡುತ್ತಿದ್ದಾರೆಯೋ ನನಗೆ ಗೊತ್ತಿಲ್ಲ.

Sri C. J. MUCKANNAPPA.—The Education Department is a large Department. He has toured only 963 miles. Why has the Education Minister committed such a sin in not touring the entire State with such a large portfolio in his hands?

Sri S. NIJALINGAPPA.—It is a matter of opinion as to how he travels and all that. It depends upon necessity.

ಶ್ರೀಮತಿ ಕೆ. ಎಸ್. ನಾಗರತ್ನಮ್ಮ.—ಮಂತ್ರಿಗಳು ತಮ್ಮ ಕಾರುಗಳನ್ನು ತಾವೇ ನಡೆಸಿಕೊಂಡು ಹೋಗುವ ಅಭ್ಯಾಸವನ್ನಿಟ್ಟುಕೊಂಡಿದ್ದಾರೆಯೇ?

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಬಹಳ ಜನರಿಗೆ ಕಾರು ಇಟ್ಟುಕೊಳ್ಳುವುದಕ್ಕೆ ಶಕ್ತಿ ಇಲ್ಲದೆ ಇರಬಹುದು. ನಮ್ಮಂಥವರು ಕಾರು ನಡೆಸುವುದನ್ನು ಕಲಿತಿಲ್ಲ ಮತ್ತು ಈಗ ಕಲಿಯುವುದಕ್ಕೆ ಸಾಧ್ಯವಾಗಲಾರದು.

ಶ್ರೀ ಸಿ. ಕೆ. ರಾಜಯ್ಯ ಶೆಟ್ಟಿ.—ಅನೇಕ ವೇಳೆ ಮಂತ್ರಿಗಳು ಅವೇಳೆಯಲ್ಲಿ ಬಂದು ಯಾವ ಕೆಲಸವೂ ಆಗದೆ ನುಮ್ಮನೆ ಟಿ.ಎ. ಮತ್ತು ಡಿ.ಎ. ಡ್ರಾ ಮಾಡಿರುವುದು ತಮ್ಮ ಗಮನಕ್ಕೆ ಬಂದಿದೆಯೇ?

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಇದನ್ನು ಹೇಗೆ ತಿಳಿದುಕೊಳ್ಳಬೇಕೋ ಗೊತ್ತಾಗುವುದಿಲ್ಲ. ಶ್ರೀ ರಾಜಯ್ಯ ಶೆಟ್ಟರಂಥವರೇ ನಮ್ಮನ್ನು ಬಹಳ ಹೊತ್ತು ನಿಲ್ಲಿಸಿ ನಾವುಗಳು ತಡವಾಗಿ ಹೋಗುವಂತೆ ಮಾಡುತ್ತಾರೆ. ಇದಕ್ಕೆಲ್ಲಾ ಅವರೇ ಜವಾಬ್ದಾರರು.

ಶ್ರೀ ಕೆ. ಎಸ್. ನಾಗರತ್ನಮ್ಮ.—ಮಂತ್ರಿಗಳ ಪ್ರವಾಸ ಭತ್ತ 800 ರೂಪಾಯಿ, 150 ರೂಪಾಯಿ—ಹೀಗೆಲ್ಲ ಆಗಿರುವಾಗ ಅವರ ಸಿಬ್ಬಂದಿ ಖರ್ಚು 'nil' ಎಂದಿದೆ. ಇದರ ಅರ್ಥವೇನೆಂದು ಗೊತ್ತಾಗಲಿಲ್ಲ. ಅದನ್ನೂ ತಿಳಿಸುವುದಕ್ಕೆ ಸಾಧ್ಯವೇ?

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಬಹುಶಃ ಅವರು ಸಿಬ್ಬಂದಿಯನ್ನು ಕರೆದುಕೊಂಡು ಹೋಗಲಿಲ್ಲವಾದ್ದರಿಂದ ಖರ್ಚಾಗಲಿಲ್ಲ.

ಶ್ರೀ ಬಿ. ಎಚ್. ಬೋರಣ್ಣಗೌಡ.—ಮಂತ್ರಿಗಳು ಪ್ರವಾಸ ಹೋಗುವಾಗ ಮನೆಯವರನ್ನು ಮತ್ತು ಆಪ್ತ ಸ್ನೇಹಿತರನ್ನು ಕರೆದುಕೊಂಡು ಎಲ್ಲಿಗಾದರೂ ಹೋಗಿರುವ ಸಂದರ್ಭಗಳಿವೆಯೇ?

ಶ್ರೀ ಎಸ್. ನಿಜಲಿಂಗಪ್ಪ.—ಮನೆಯವರನ್ನು ಕರೆದುಕೊಂಡು ಹೋಗಕೂಡದೆಂದರೆ ಅದು ಬಹಳ ಆಕ್ಷೇಪಣೀಯವಾದ ಮಾತು. ಅವರನ್ನು ಕರೆದುಕೊಂಡು ಹೋಗಿಯೇ ತೀರಬೇಕು. (ನಗು) ನಾನೇನೋ ಕರೆದುಕೊಂಡು ಹೋಗುವುದಿಲ್ಲ. ಆದರೆ ಮನೆಯವರನ್ನು ಕರೆದುಕೊಂಡು ಹೋಗಲೇಬೇಕೆಂದು ನಾನು ಒತ್ತಾಯದಿಂದ ಹೇಳುತ್ತೇನೆ. (ದೀರ್ಘ ನಗು.)

ಶ್ರೀ ಬಿ. ಎಚ್. ಬೋರಣ್ಣಗೌಡ.—ಮಂತ್ರಿಗಳು ತಮ್ಮ ಮಕ್ಕಳಿಗೆ ಹೆಣ್ಣು ನೋಡಲಕ್ಕೆ ಹೋದಾಗ ಪ್ರವಾಸ ಮಾಡಿರುವ ಸಂದರ್ಭಗಳಿವೆಯೇ?

(ಉತ್ತರವಿಲ್ಲ.)

Mr. SPEAKER.—We shall take Question No. 376 by Sri Puttanna later on. The answer is not complete.

Revision of Apportionment of the Revenue to the Corporation of the City of Bangalore.

Q.—513. **Sri V. P. DEENADAYALU NAIDU** (Cubbonpet).—

Will the Government be pleased to state:—

(*a*) the dates on which the apportionment of the revenue on (1) Service tax, (2) Mileage Cess, (3) Loss on Vehicle Tax, (4) Loss on Toll Revenue, were last fixed to the Corporation of the City of Bangalore (*i.e.*, the erstwhile City Municipality and the Civil Station Municipal Council);

(*b*) the income at the time when the apportionment was fixed and at present respectively;

(*c*) whether in view of the heavy concentration of majority of Motor Vehicles of the State in Bangalore and

in view of the large number of vehicles belonging to Military, Hindustan Aircraft, Ltd., Telephone Industries, etc., they consider revision of their original order and pay an increased contribution based on the actual income derived at present ?

A.—Sri C. M. POONACHA (Minister for Home Affairs and Industries).—

(*a*) The compensation for the loss of vehicle tax and tolls was fixed on the following dates :—

Bangalore City Municipality—1936-37.

Bangalore Civil Station Municipal Council } —1st July 1948.

The entire service tax realised on city buses is credited to the Corporation after deducting collection charges. The actual income derived from mileage cess is apportioned between the Government and the local authorities, according to the mileage of roads.

(*b*) Information is not available as no separate accounts are maintained for the Corporation area.

(*c*) No.

Sri V. P. DEENADAYALU NAIDU.—Last Budget Session, Government was pleased to state that they would create a road fund. Have they created that road fund now, Sir ?

*Sri C. M. POONACHA.—I may draw the attention of my Hon'ble friend to the Act that was recently passed by this Assembly, wherein provision has been made for the payment of compensation to local bodies under section 17, 18 and 20 and in accordance with that, arrangements will be made for the payment of due compensation to local bodies.

Sri V. P. DEENADAYALU NAIDU.—My point was whether Government has created the road fund ?

Sri C. M. POONACHA.—No.

Sri V. P. DEENADAYALU NAIDU.—Has not the local Finance Enquiry Commission made recommendations for the transference of the mileage cess to the local bodies ?

Sri C. M. POONACHA.—Is the Hon'ble Member referring to the Commission appointed prior to integration ?

Sri V. P. DEENADAYALU NAIDU.—It has reference to the All India Commission.

Sri C. M. POONACHA.—Such recommendation does exist. But the point is, mere transference of road cess fund will not help us very much for the reason that we are spending much more than what that fund could provide for. Our expenditure on road development and maintenance is much more. Therefore, Government is spending whatever is earned from out of the Motor Vehicle Taxation Act, plus several crores more in addition. Therefore, a fund by itself would not meet the purpose. Government have therefore not felt it necessary to create a separate fund called the Road Cess Fund.

Sri V. P. DEENADAYALU NAIDU.—That may be all right for the State. But how does it refer to the corporation area ? Have the Government been spending anything at all for the maintenance of roads within the Corporation area ?

Sri C. M. POONACHA.—All I know is, we pay compensation from out of the proceeds the Government receives under the Motor Vehicle Taxation Act; and that is also determined on certain basis ; and accordingly we pay about 1,71,000 for the Cantonment area and about Rs. 61,000 for the City area ; all put together, nearly two lakhs are paid by way of compensation only to the Bangalore City Corporation.

Sri V. P. DEENADAYALU NAIDU.—Government were pleased to say : Rs. 1,71,000 for the Civil Station area and about Rs. 61,000 for the City area: is the Government aware that in Civil Station area there are only $\frac{1}{4}$ of the number of vehicles plying as compared to the City area ? Between City area and Civil Station area, the ratio of vehicles is 4 : 1. There are more vehicles in city area and Government is paying only Rs. 61,000, whereas in Civil Station, for about $\frac{1}{4}$ the number of

* Asterisk indicates that the remarks or speeches have not been revised by the Member concerned.

(SRI V. P. DEENADAYALU NAIDU)

vehicles, Government is paying Rs. 1,71,000 : is it equitable ?

Sri C. M. POONACHA.—My Hon'ble friend will know from the answers furnished that the dates on which these orders were passed determining the payment of this amount to the appropriate authority ; and I am sure that all relevant factors must have been taken into consideration at the time these orders were passed by the Government.

Sri V. P. DEENADAYALU NAIDU.—At least in the interest of uniformity, will the Government see their way to revising it and bringing it up to date or pay compensation as compared with the number of vehicles plying today ? This compensation has been fixed in 1937. Today, the number of vehicles has gone up four or five times. Will the Government consider the question of revising the figures taking into consideration the number of vehicles plying now ?

Sri C. M. POONACHA.—Sir, the Corporation has made some request in this regard and Government is considering the request that we have received.

Sri M. C. NARASIMHAN.—So far as the allocation of moneys to road development is concerned, does the Government think it desirable to treat the City of Bangalore on a different footing from other areas ?

Sri C. M. POONACHA.—That is a suggestion for action.

Sri J. B. MALLARADHYA.—Will the Government be pleased to keep the Government Order regulating the apportionment of taxes and cess to the Corporation, on the Table of this House?

Sri C. M. POONACHA.—I have only one copy here.

Community Project Blocks in the State.

Q.—598. **Sri V. S. PATIL** (Belgaum I).—

Will the Government be pleased to state :—

(*a*) the number of community project blocks in the State ;

(*b*) the dates on which they were started ;

(*c*) the expenditure incurred so far on these blocks ;

(*d*) the expenditure on each of these blocks on establishment and on actual works every year ;

(*e*) the number of persons engaged in each block and their pay scales and allowances ;

(*f*) whether these persons have been taken up on a permanent or temporary basis and whether they are entitled to Pension, Gratuity or Provident Fund ?

A.—**Sri S. NIJALINGAPPA** (Chief Minister).—

(*a*) There were six Community Projects in the State including the Integrated areas.

(*b*) The Community Projects at (i) Shiralkoppa (ii) South Kanara; (iii) Coorg; (iv) Hukkeri-Gokak ; (v) Tungabhadra CP (Koppal-Gangavathi) were started on 2nd October 1952. The Gulbarga CP was started from 2nd July 1954.

(*c*)

	Rs.
(1) Shiralakoppa C.P.	60,84,936
(2) South Kanara ,,	52,84,000
(3) Coorg ,,	17,86,330
(4) Hukkeri-Gokak ,,	38,04,501
(5) Tungabhadra ,,	24,33,380
(6) Gulbarga ,,	10,31,206

(*d*) *Vide* Statement "A" appended below.

(*e*) *Vide* Statement "B" (1 to 6) appended below.

(*f*) All the persons employed in C.P. Blocks except those who are taken on deputation from permanent dapartments are temporary. In Coorg, however, they have been made permanent before integration.